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CAR TURNAROUND TIME NEEDS IMPROVEMENT -- Gudok, No 40, 2 Apr 50

During the first 20 days of March, the Moscow-Donbass, Far Eastern, Vinnitsa, and Kovel' railroad systems completed the norm for freight car turnaround time, and the Belorussian, Primorskiy, Southern, Kishinev, and some other systems were near the norm. However, on a majority of the systems, freight car turnaround time was considerably greater than the norm. Especially lagging in this respect are the Turkestan-Siberian, Ryazan'-Ural, and Transcaucasus systems, where freight car turnaround time exceeds the norm by 2 days.

One of the most important reasons for the slow turnaround time is the poor organization of the handling of local freight and unloading. Only two railroad systems, the Far Eastern and the Kishinev, met the norm for layover of freight cars in freight operations between 10 March and 20 March.

Gudok, No 38, 29 Mar 50

If freight car turnaround time were accelerated by one day, daily car-loadings could be increased by more than 10,000 cars with the same amount of rolling stock.

CONFERENCE CRITICIZES PARTY CONTROL -- Gudok, No 33, 17 Mar 50

At the ninth conference of the party organization of the Ministry of Transportation, attention was called to the fact that through a weakening of the control by the administration of the ministry the achievements attained during 1949 have not been maintained and at the beginning of 1950 the operations of the railroad systems degenerated considerably.

Delegates to the conference criticized sharply the party committee of the ministry, which failed to maintain strong control over Communists in the fulfilling of the state assignments.

The party committee failed completely to act on the sharp lagging of the Administration of Electrification. The administrators and party organization of this administration did not guarantee the continuing completion of the state plan, and a large amount of funds set aside by the government remained to a considerable degree unused. The party committee did not interest itself with how the communications administration worked for the further introduction of automatic blocking, which, with the ever-increasing freight turnover, is especially important.

Also criticized was the lack of interest on the part of the apparatus of the ministry in seeing that all the administrations worked for the development of the movement for average daily locomotive runs of 500 kilometers.

TRADE UNION NOTES SUCCESSES, FAILURES -- Gudok, No 37, 26 Mar 50

At the third plenum of the Central Committee of the Trade Union of Workers of Railroad Transport, it was reported that, at the beginning of March, 14,500 locomotive engineers were participating in the movement for 500-kilometer average daily locomotive runs. On the USSR system there were more than 600 locomotive groups participating in the movement, and there were 112 locomotives depots where all the locomotive crews had been transferred to operation on the condensed schedule.

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It was reported that the Moscow-Kursk, Omsk, Southern, and Primorskiy railroad systems failed to complete their 1949 plans, and during 1949, freight car turnaround time was retarded on the systems of the Central Asia, Far East, and Caucasus railroad okrugs.

Many construction organizations (Main Administration of Railroad Construction of the West, Main Administration of Railroad Construction of the East, Main Bridgebuilding Administration, and others) failed to complete their assignments in 1949. Their lagging was due mainly to poor organization of labor and a high labor turnover.

In 1949, temporary disability of workers and employees of railroad transport decreased in comparison with 1948 by 5.8 percent, which permitted a saving of more than 33 million rubles and saved more than one million working days.

TECHNICAL OPERATION RULES NEED COORDINATION -- Gudok, No 7, 15 Jan 50

More than a year ago, the Chief Inspector for Safety in Train Traffic announced that new "Rules for Technical Operation" were being drawn up. The need for this is great. With the increase in the technical equipping of the railroad systems, many paragraphs of the "Rules" and many instructions on traffic safety have become outmoded. However, inasmuch as up to now new rules have not yet appeared, separate supplements and additions are issued. The use of these supplements and additions is difficult because not every railroad worker knows which supplement is in force and which is not.

Every year, many directives are issued for workers in the various transport professions. However, in these directives there is much which is incorrect and out of date.

CRITICIZE UTILIZATION OF VOLGA -- Gudok, No 38, 29 Mar 50

The freight-carrying capacity of the Volga is still not being fully utilized. During the 1949 navigation season, the Kazan', Ryazan'-Ural, and Kuybyshev railroad systems continued to carry much freight parallel to the waterway. The Saratov mills are furnished with well-equipped mechanized docks. However, hundreds of thousands of cars of flour were dispatched from the mills by rail. The Volga cement plants, which also have docks, sent more than 3,000 cars of cement to Stalingrad, Kuybyshev, Ul'yanovsk, and Kazan'. Flour was sent from the Kuybyshev-Bukhta station to Moscow and Cheboksary and from Syzran' to many points in Ryazan' Oblast by rail.

The Volga Freight Ship Line completed only 38 percent of the 1949 plan for carrying shales. At the same time more than 3,000 carloads of shales were sent by rail to Saratov from the Kashira mines along the Volga.

Ships of the Volga Ship Line could carry a large part of the salt sent from the station of Vladimirovskaya Pristan'. However, thousands of carloads of salt from there to Yaroslavl', Gor'kiy, Kazan', Ul'yanovsk, and Kuybyshev, with the consent of the heads of the Ryazan'-Ural System. More than 1,200 carloads of fish were sent by the same route last summer from Astrakhan' to Stalingrad, Uvek, and Moscow, while steamships operating in this direction at times were not fully loaded. Many examples can be given of the mass hauling of petroleum products to the Volga cities by railroad. Tens of thousands of tank cars are used inefficiently; one barge could replace 10 tank car trains.

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ORE FREEZES IN OPEN CARS -- Gudok, No 19, 12 Feb 50

The measures taken at present in the Krivoy Rog ore basin do not prevent ore from freezing in open cars en route. This slows unloading operation and causes protracted layovers of half-cars at plants. Interspersing unslaked lime with the ore does not give the desired effect.

The Ministry of Ferrous Metallurgy and the Main Commercial Administration of the Ministry of Transportation should create immediately a special commission to determine in practice how to effect measures to prevent the ore from freezing. This should not be done during the summer time under laboratory conditions. The existing technique is obsolete.

PLANNER DIES -- Gudok, No 32, 15 Mar 50

The Ministry of Transportation announces the death of Vasil'yevich Yefimov, deputy head of the Central Department for Planning Freight Hauling, on 12 March 1950.

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